

San Bernardino Associated Governments

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San Bernardino County Transportation Commission San Bernardino County Transportation Authority

■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

	AGENDA	A ITEM: <u>13</u>
Date:	July 7, 2010	
Subject:	Interstate 10 (I-10)/Cherry Are Projects.	venue and Interstate 10/Citrus Avenue Interchange
Recommendation: *	for Design Engineering Servi	1 to Contract C08050 with T.Y. Lin International ces for Cherry and Citrus Avenue Interchanges on ontract amount of \$9,000,000 by \$1,709,088 for a ,088.
	the City of Fontana and the Co Interchange increasing the or	1 to Design Cooperative Agreement C08055 with bunty of San Bernardino for the I-10/Cherry Avenue riginal contract amount of \$5,065,263 by \$770,2485,835,111, with SANBAG's contribution increasing oution of \$2,100,784.
	the City of Fontana and the C Interchange increasing the or	1 to Design Cooperative Agreement C08053 with ounty of San Bernardino for the I-10/Citrus Avenue iginal contract amount of \$3,934,737 by \$938,840 of \$4,873,577, with no additional SANBAG
Background:	These are amendments to an cooperative agreements.	n existing design contract and two existing design
	(2)	
*		Approved
		Board of Directors

BRD1007g-gc

Attachments: C08050-1, C08053-1, C08055-1

Date:

In Favor:

Witnessed:

Moved:

Second:

Abstained:

Opposed:

In May 2008, SANBAG entered into design cooperative agreements C08053 and C08055 with the County and City respectively. These agreements define the funding share, responsibilities and stipulations related to the final design phase for both interchanges. Under these agreements the City and the County funded more than their fair share of the design phase of these projects. These design agreements state that a future agreement will be entered into to balance out the difference between the funding amount as defined by the SANBAG Nexus Study percentages and the actual amount paid. Similarly, Right-of-Way Agreements C10191 and C10192 approved by the Board of Directors in March and April 2010, respectively, were also executed to define the funding shares, responsibilities and stipulations for the right-of-way acquisition work for both projects. Also stated within these agreements, each party recognizes that any outstanding balances between the SANBAG Nexus Study percentage amount and the actual amount paid will be addressed in the future construction cooperative agreement.

On February 8, 2008 the Board of Directors approved Contract No. C08050 with T.Y. Lin International for Design Engineering Services for Cherry Avenue and Citrus Avenue Interchanges on Interstate I-10. During the design phase, additional work to complete the plans, specifications and estimate (PS&E) for these projects was identified. In order to assure that the milestone dates included in Trade Corridor Improvement Fund (TCIF) Baseline Agreements are met, the work was incorporated so as to not impact the schedule and potentially jeopardize the funding. Details regarding the additional work are summarized in the following paragraphs.

During the course of the interchange design work that is being managed by SANBAG, in coordination with County, City and Caltrans, the project team has identified several items which are outside the original scope of work and which have exceeded the allowances provided in the original contract. The subject amendment is to address additional design and/or field work related to various tasks including geometric design; additional design exception fact sheets; "Life Cycle Cost Analysis" for pavement design; design for the Citrus/Slover intersection; revising Cherry Avenue Geometric Approval Drawings; performing supplemental field surveys; supplemental drainage analysis and redesign; utility coordination and design beyond what was initially anticipated; potholing above allowances; legal descriptions and revising right-of-way requirement maps to reflect the changed geometrics; geotechnical tasks; landscaping project development; and general project management associated with the both listed work.

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Attachments: C08050-1, C08053-1, C08055-1

The design changes that were beyond the original scope include:

- The configuration of the Cherry westbound on-ramp was changed from a circular high-speed loop ramp to a "D" configuration on-ramp to comply with a geometric standard change.
- The design for the Citrus/Slover intersection was previously part of a separate project, however, this local project was suspended. Since the Citrus interchange improvements require this intersection work to be completed, it was required to be incorporated and designed as part of the interchange project.
- The drainage system for both interchanges was more complex than originally assumed, resulting in the need for additional evaluation and revisions to the drainage system including the design of bore/jacked pipes under the highway.
- The allowances that were anticipated in the original fee for utility potholing were exceeded. Verifying the utilities during design will save time and money during construction.
- Landscape project development work was not included in the original contract, but is required to be in compliance with the environmental document. This item is included in the change order as an option, as it has not been determined whether the landscape construction will be included in the interchange construction contract.
- The I-10 High Occupancy Vehicle (HOV) project preliminary engineering analysis identified that the addition of a lane in each direction would not provide sufficient capacity to accommodate the projected traffic volumes. Given this, the geometric issues to accommodate two additional mainline lanes in each direction were outlined, analyzed and reviewed with the Project Development Team (PDT) and Caltrans staff to determine the most appropriate direction forward to accommodate the ultimate mainline freeway. Considerations included avoiding future changes on this time sensitive project; elimination of additional design and construction costs in the future when construction costs may not be so low; and avoiding future impacts to the public if the construction to modify the interchange was performed as a separate project. The design has been revised to accommodate two lanes in each direction.
- An analysis was performed to ensure we had the most cost efficient design. From this review, the design team determined some alternatives to reduce construction costs of the structures and roadway components to provide cost savings at the same time minimizing the right-of-way requirements. The results included reducing the amount of retaining structures; reduced earthwork and drainage work; and reduced pavement

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Attachments: C08050-1, C08053-1, C08055-1

by changing the on-ramps from 3-lane to 2-lane configuration, while not impacting the operations of the facility.

The overall construction costs impacts associated with these changes are being refined, but the initial estimate has identified that there will be minimal impact on the construction budget for the two interchanges, with the potential for a savings.

The revisions to the design of the project described above required additional services to redo some of the work already completed. Within the amendment, Attachments A and B included herein, is a detailed breakdown of additional work required along with the hours and costs associated with this request. A detailed background and scope of work for each item is also attached.

Approval of these staff recommendations affect the subject projects funding as follows:

Recommendation 1:

Approve Amendment No. 1 to Contract C08050 with T.Y. Lin International for Design Engineering Services for Cherry and Citrus Avenue Interchanges on I-10 increasing the original contract amount of \$9,000,000 by \$1,709,088 for a new contract value of \$10,709,088.

Recommendation 2:

Approve Amendment No. 1 to Contract C08055 with the City of Fontana and the County of San Bernardino for the I-10/Cherry Avenue Interchange increasing the original contract amount of \$5,065,263 by \$770,248 for a new contract value of \$5,835,111. SANBAG's contribution is increasing by \$277,289 for a total contribution of \$2,100,784. The County's contribution is increasing by \$492,958, for a total contribution of \$3,734,727.

Based on the SANBAG Nexus Study SANBAG's share is 64.6% of the project which equates to total contribution of \$3,769,482; the County's share is 22.7% for a total contribution of \$1,324,570; and the City's share is 12.7% for a total contribution of \$741,059. The outstanding balances between the SANBAG Nexus Study percentage amount and the actual amount paid will be addressed in the future construction cooperative agreement.

Recommendation 3:

Approve Amendment No. 1 to Contract C08053 with the City of Fontana and the County of San Bernardino for the I-10/Citrus Avenue Interchange increasing the original contract amount of \$3,934,737 by \$938,840 for a new contract value of \$4,873,577 SANBAG is providing no additional contribution. The County's contribution is increasing by \$9,388, for a total contribution of \$48,735. The City's contribution is increasing by \$929,452, for a total contribution of \$4,824,842.

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Attachments: C08050-1, C08053-1, C08055-1

Based on the SANBAG Nexus Study, SANBAG's share is 64.6% of the project which equates to total contribution of \$3,002,123; the County's share is 0.2% for a total contribution of \$97,472; and the City's share is 38.2% for a total contribution is \$1,861,706. The outstanding balances between the SANBAG Nexus Study percentage amount and the actual amount paid will be addressed in the future construction cooperative agreements.

Financial Impact:

The recommendation is consistent with the fiscal year 2010/2011 budget. The funding for these agreements is Measure I Major Projects, Task No. 82611000.

Reviewed By:

This item was reviewed and recommended for approval (12-0-1; Abstained: Supervisor Derry) by the Major Projects Committee on June 10, 2010. SANBAG Counsel has reviewed and approved the agreements as to form.

Responsible Staff:

Garry Cohoe, Director of Freeway Construction

SANBAG Contract Amendment No. <u>C08050-1</u> by and between

San Bernardino County Transportation Authority and T.Y. Lin International for Design Engineering Services for Cherry Ave and Citrus Ave Interchanges on Interstate I-10

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□ Paya	able	Vendor	Contract #_			Retention: Original
	eivable	Vendor	ID SBCO/FO	N.	T CI	☐ Yes % ☐ No ☐ ☐ Amendment
Notes:	This ame	endment	is			
Original	Contract:		\$ <u>8,849,997</u>	P	revious Ame	
					revious Amo ontingency	endments \$ / Allowance Total:
Continge	ency / Allo	wance		С	urrent Amei	ndment: \$ <u>1,553,716</u>
Amount	-		\$ <u>150,003</u>	С	urrent Ame	ndment Contingency / Allowance: \$ 155,372
Continge	ency Amo	unt requi	res specific aut	ho	rization by	Task Manager prior to release.
						Contract TOTAL ► \$ 10,709,088
* Funding	sources	remain as	stated on this do	OCL	iment unless	and until amended by proper authority. Funding sources
are tho	se wnich a	ire ulumale	siy responsible i	Of I	▼ Include f	unding allocation for the original contract or the amendment
Main	Level 1	Level 2	Cost Code/	_	rant ID/	Funding Sources/ Amounts for Contract Total
Task/ Project			Object	S	upplement	Fund Type (Measure I, STP, CMAQ, etc.) Or Current Amndmnt Amt
826	610	000	<u>52005</u>	9	9006	MSI Valley - Fwy Interchange \$ 277,289
826	610	000	<u>52005</u>	4	1404	Local SBCO-Cherry \$ 492,958
826	<u>610</u>	000	52005	4	1403	Local SBCO - Citrus \$ 9,388
826	<u>610</u>	000	<u>52005</u>	5	1801	<u>Local FONT CI</u> \$ 929,452
Original	Board A	oproved (Contract Date:		2/6/08	Contract Start: 2/6/08 Contract End: 12/31/11
New Am	nend. App	oroval (Bo	oard) Date:		<u>7/7/10</u>	Amend. Start: <u>7/8/10</u> Amend. End: <u>12/31/11</u>
Allocate Author	the Totility in the	al Contra	act Amount o year and Futu	r (ire	Current An Fiscal Ye	nendment amount between Approved Budget ar(s) Unbudgeted Obligation.
Approv Author	red Budq ity ►	9 - 1	iscal Year: <u>10</u> 1,709,088	<u>/1</u>		uture Fiscal Year(s) – nbudgeted Obligation ► \$ <u>0</u>
⊠ Bud	get autho	ority for th	nis contract cu	ırre	ently exists	in Task No. 826 (C-Task may be used here.).
						endment Request is attached.
Check	ail annli	cable box	Charles and Advanced to the Party of the Par	(a)		
	rgovernm		☐ Private		□Fed	leral Funds
_	•		ss Enterprise (DE		Underutilized DBE (UDBE)
Task N	lanager	Garry C	ohoe			Contract Manager: Chad Costello
	San	n C		6	/3/10	Cm Com 63/10
Task N	lanager, S	ignature		Ε	Date	Contract Manager Signature Date
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Chief F	inancial (Officer Sig	gnature	C	Date	

CN 08050-1 TN 82610000

AMENDMENT NO. 1

CONTRACT NO. C08-050

Agreement By And Between

SAN BERNARDINO ASSOCIATED GOVERNMENTS/ SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

and

T.Y. Lin International

This AMENDMENT No. 1 to CONTRACT No. C08050 entered into this 7th day of July, 2010 by and between the firm of T.Y. Lin International (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH,

WHEREAS, AUTHORITY, under Contract No. C08050 ("Contract"), has engaged the services of CONSULTANT to provide professional services for <u>Engineering Services for Cherry Ave and Citrus Ave</u> Interchanges on Interstate I-10; and

WHEREAS, the parties hereto desire to amend the aforesaid Contract to increase the contract amount and amend the scope of work for CONSULTANT.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, CONSULTANT and AUTHORITY do hereby agree as follows:

CN 08050-1 TN 82610000

- 1. The not-to-exceed cost of the Contract shall be increased by \$1,553,716, for a new not-to-exceed total Contract amount of \$10,531,608 excluding contingencies. The cost increase shall include compensation for all additional Contract work to be performed by CONSULTANT and subconsultants in accordance with the scope of work and cost proposal in Attachment A to this Amendment.
- 2. Except as amended by this Amendment, all other provisions of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Contract on the day and year below written, but effective as of the day and year first set forth above.

<u>T.Y. L</u>	in International
Ву:	
Date:	<u> </u>
San Bo	ernardino Associated Governments
By:	
	Brad Mitzelfelt, President SANBAG Board of Directors
Date:	
APPR	OVED AS TO LEGAL FORM:
By:	
	Jean-Rene Basle

CN 08050-1 TN 82610000

TYLININTERNATIONAL

engineers | planners | scientists

C08050-1 ATTACHMENT A

May 10, 2010

Mr. Chad Costello, PE SANBAG 1170 W. Third Street, 2nd Floor San Bernardino, CA 92410

Subject:

Cherry and Citrus Avenue Interchanges at I-10

Request for Change Order No. 3

Redesign for Ultimate, Widened I-10 Mainline Freeway and

Various Revisions

Dear Mr. Costello:

T.Y. Lin International (TYLI) is submitting this change order request to address additional design and/or field work related with the interchanges as well as some redesign work that is required in order to allow for the ultimate, widened I-10 Mainline Freeway section ("ultimate freeway section") at the Cherry and Citrus Interchanges. During the course of our design work, the project team has identified several items which are outside the original scope of work, or which have exceeded the allowances provided in the original project effort. These items are included in this request as well.

In December 2009 and January 2010 meetings with Caltrans Headquarters and District staff, the PDT discussed and proceeded to modify the interchanges to allow for the ultimate freeway section to be constructed in the future with minimal "throwaway" costs. At the time of the decision, 60% roadway and structures design for both interchanges had been substantially completed. However, the basis for this discussion was to avoid future change on a time sensitive project and to eliminate additional design and construction costs at a future time when construction costs may not be so low. Additionally, future impacts to the general public would be avoided for this work if it were performed at this time for this project. Thus the incorporation of the ultimate freeway section transpired via a significant redesign effort.

At the same time, as the design work progressed, various issues arose which were not included in the original scope of work, or have required deviation from the preliminary

design provided in the respective Project Reports. These include such items as the Citrus/Slover intersection, conversion of the Cherry loop ramp to a "D" configuration, revisions to the planned drainage system, and preparation of additional fact sheets. Also, allowances made in the original fee for such items as field surveying and potholing were exceeded.

Attached is documentation providing a detailed breakdown of the manhours and costs associated with this request. A brief description is provided below for each category of the extra work items. A detailed background and scope of work for each item is also attached.

CHANGE ORDER ITEM DESCRIPTION

- Ultimate Freeway Section Redesign_Revision to roadway, traffic, electrical, bridge, retaining wall, and I-10 Channel plans for both Citrus and Cherry Avenues, and preparation of additional fact sheets.
- 2. Life Cycle Cost Analysis (LCCA)_Preparation of LCCA reports for both interchanges (required by Caltrans).
- Citrus/Slover Intersection_Concept studies, planning and coordination meetings, refinement of alternatives, and preparation of final design, and legals and plats to incorporate intersection into PS&E package.
- 4. Cherry GAD Revisions_Modification of design provided on Cherry Avenue Geometric Approval Drawings to correct deficiencies, preparation of additional fact sheets.
- Field Surveys_Provide drainage and channel ties, flag right-of-way lines, locate building corners, and profile property lines for relocated soundwall.
- Drainage Analysis and Redesign_Analysis of drainage options after original concept from Project Report proved unworkable. Development of drainage alternatives, and design of jacked pipe system. Modifications to drainage design to accommodate ultimate freeway section.
- 7. Utility Coordination and Design_Additional requirements for utility coordination, including negotiation of previously unidentified need for utility corridor, and substantial effort for Utility Plan preparation.
- 8. Potholing_Additional potholes and survey in UPRR and Caltrans right-of-way, above and beyond original 10 holes assumed per interchange.
- Legal Description and Map Revisions_Revisions to previously prepared legals and plats, calculations, and Hardcopy and Appraisal Maps, required to support accelerated rightof-way process ahead of 60% design, incorporating changes as they have been identified.
- 10. Geotechnical_Unanticipated cost for night field work after restrictions imposed by Fontana, report revisions required for adjustments in structure locations caused by

accommodation of ultimate freeway section, and field and laboratory work to provide borings and recommendations for new jacked pipe drainage concept.

- 11. Landscape PA&ED (Optional)_Requirement from Caltrans to prepare separate PA&ED for each interchange to document "follow-on" landscape construction packages. This item is outside the original scope but is optional, as it may be completed by Caltrans itself.
- 12. General Project Management_Additional meetings, agency coordination, and oversight and coordination of team activities as a result of redesign effort.

The following table summarizes the individual extra work items, and the change order manhours associated with the design team members for each.

CO Item	TYLI	PTG	AE	BE	LCI	OPC	PP	ЕМІ
1. Ult. Freeway Section Redesign	3501	3276				<u> </u>		
2. Life Cycle Cost Analysis	84				l			
3. Citrus/Slover Intersection	392	199		26		<u> </u>		
4. Cherry GAD Revisions		260					<u> </u>	
5. Field Surveys			<i>7</i> 35		<u> </u>			
6. Drainage Analysis/Redesign				908				
7. Utility Coordination/Design				334			<u> </u>	
8. Potholing			334				<u> </u>	
9. Legal Desc/Map Revisions			554				1240	
10. Geotechnical								223
11. Landscape PA&ED (Optional)	118	30			372	40		
12. General Project Management	120	56					<u> </u>	<u> </u>
TOTAL HOURS	4215	3821	1623	1268	372	40	1240	223

TYLI = T.Y. Lin International

PTG = Parsons Transportation Group

AE = Associated Engineers
BE = Birge Engineering
LCI = Lynn Capouya, Inc.
OPC = Overland Pacific Cutler

PP = Paragon Partners EMI = Earth Mechanics, Inc.

Please review the attached materials, and provide comments as needed. Should you have any questions, please do not hesitate to contact me.

Sincerely,

T.Y. Lin International

Gary Antonucci, PE

Vice President

Background and Scope Change Order Request No. 3

1. <u>ULTIMATE FREEWAY SECTION AND HIGHWAY GEOMETRICS REDESIGN</u> REQUIRED BY CALTRANS (TYLI and Parsons)

Background

In late 2009, Caltrans geometric design reviews on other related I-10 freeway projects in the vicinity of the interchanges led to a detailed analysis and evaluation of design conformance to accommodate the ultimate mainline freeway section that is anticipated in the future. These geometric issues were outlined, analyzed and reviewed with the PDT and Caltrans staff to thoroughly discuss and resolve the direction forward.

Various constructability issues were also analyzed and considered, also contemplating future improvements and throw-away work, and related roadway and structural cost estimates were prepared. Based on input from the consultant teams and discussions at several meetings with Caltrans Headquarters and District staff, the PDT recommended the redesign of both interchanges for the future, ultimate freeway section, and the design team was directed to incorporate this change without jeopardizing key project milestones for completion.

To accommodate this change, the location of the edge of pavement must be shifted 12 feet (from 85 feet to 97 feet measured from the centerline). For the roadway/civil plans, this results in changes to ramp alignments and locations, drainage and electrical systems, traffic items (pavement delineation, signing, and traffic handling plans), and the I-10 Channel.

For the Cherry Avenue interchange project, the Caltrans geometric reviewer also recommended geometric design revisions to the westbound high speed loop on ramp and advised that the redesign incorporate a 'D' configuration intersection for this interchange movement. Since this change affected the approved geometric approval drawings and the current design at approximately 60% level, the team analyzed the impacts of this change with the Caltrans reviewers and held several meetings to discuss in detail. In accordance with Caltrans direction, the design team incorporated this change that was also recommended by Caltrans geometrician staff. This change required various design plan revisions as detailed herein including, but not limited to, layout, profile, electrical, drainage, utility, traffic handling, pavement delineation, staging, structure, and wall plans.

To incorporate the forecasted, ultimate freeway cross section at both interchanges, the overcrossings and retaining walls at both interchange locations are similarly affected. In general, the bridges become longer and/or deeper, abutments are shifted and/or modified, and retaining walls are relocated and changed in height/length.

The tables below summarize the effects of the redesign on the structures at the two interchanges:

CITRUS INTERCHANGE

Structure	Previous main dimensions	Updated dimensions with Ultimate Freeway Section	Comments
Citrus Overcrossing	239'-2" long, 116' wide, 5'-0" deep, 126'-8" main span	237'-7" long, 116' wide, 5'-5" deep, 133'-7" main span	Change in substructure type at Abutment 1
Retaining Wall 790	1028' long (620' MSE & 408' Type 1) 35' max height	Lengthened by approximately 100' (37.5' max height)	Wall heights will change at each location due to ramp profile and superelevation modifications
Retaining Wall 802	1140' long (544' MSE & 650' Type 1) 35' max height	Shortened by approximately 120' (35' max height)	Wall heights will change at each location due to ramp profile and superelevation modifications
Retaining Wall 792	1413'-6" long 20' max height	Shortened by approximately 200' (22' max height)	Wall heights will change at each location due to alignment shift and ramp profile and superelevation modifications
Retaining Wall 795	678' long 16' max height	Lengthened by approximately 20' (16' max height)	Wall heights will change at each location due to ramp realignment

CHERRY INTERCHANGE

Structure	Previous main dimensions	Updated dimensions with Ultimate Freeway Section	Comments
Cherry Overcrossing	216'-6" long, 126'-6" wide, 5'-0" deep, 124'-4" main span	236'-6" long, 126'-6" wide, 5'-3" deep, 132-7" main span	Longer main span
Retaining Wall 680	1272' long (575' MSE & 697' Type 1) 35' max height	Shortened by approximately 52' (37.5' max height)	Wall heights will change at each location due to ramp profile and superelevation modifications
Retaining Wall 696	1374' long (525' MSE & 849' Type 1) 35' max height	Shortened by approximately 49' (35' max height)	No wall height change
Retaining Wall 690	950' long, 26' max height	Lengthened by approximately 421' (34' max height)	Wall heights will change at each location due to alignment shift and ramp profile and superelevation modifications
Retaining Wall 688	563' long, 28' max height	Shortened by approximately 12' (18' max height)	Wall heights will change at each location due to alignment shift and ramp realignment
Retaining Wall	592' long, 18' max height	Lengthened by approximately 30' (18' max height)	No wall height change

At the time official direction was received to redesign the interchanges, the 60% roadway plans for both interchanges were essentially complete, 65% structure plans for Citrus were complete, and 65% structure plans for Cherry were essentially complete. As a result, revisions necessary for the ultimate freeway section redesign thus result in substantial rework of these plans.

A detailed scope of work for this additional effort is the following:

Scope of Work

Citrus Avenue Interchange - Civil (TYLI and Parsons)

- 1. Title and Location Map (Revise 1 of 1 sheet):
 - a. Adjust sheet to reflect new limits of the project to accommodate ultimate freeway section.
- 2. Typical Cross Sections (Revise 15 of 20 sheets):
 - Revise/add cross sections for EB-on ramp, to change from 3 to 2 lanes; and remove HOV bypass lane to minimize impacts of ultimate freeway section design
 - b. Redesign and re-station ramp typical cross section limits; including gore area station limits, lane drop taper limits and barrier/curb locations
 - c. Revise horizontal wall locations
 - d. Adjust dimensioning such as Right of Way (ROW) callouts
- Key Map and Line Index (Revise 1 of 1 sheet):
 - a. Revise to reflect changes on layout sheets
- 4. Layout (Revise 4 of 6 sheets):
 - a. Redesign EB on, WB on, WB loop on , and WB off ramps (total of 4 ramps)
 - b. Reannotate all horizontal callouts: including concrete barriers, tapers, pavement types, horizontal geometry (PT, PC, PI, curve data etc.), wall locations
 - c. Redesign intersections at EB on/Citrus, WB on/Citrus, WB loop on/Citrus and WB off/Citrus including curb returns, curb ramps, sidewalks, and barrier rails where necessary; reannotate callouts for ETW, EP, station, and elevations.
 - d. Recalculate and verify horizontal sight clearance requirements for all curves.
- 5. Profiles and Superelevations (Revise 9 of 11 sheets):
 - a. Redesign EB on, EB off, WB on, WB loop on, and WB off ramp profiles
 - b. Recheck vertical curve sight distance calculations
 - c. Recheck vertical clearance calculations for the I-10 bridge over the WB loop on and for channel clearances under the WB on, WB loop on and WB off ramps
 - d. Redesign superelelvation diagrams
 - e. Reannotate all the profile and superelevation diagram callouts
- 6. Construction Details (Revise 44 of 67sheets):
 - a. Revise gore area details sawcut limits and revise all elevation callouts
 - b. Revise guard rail details
 - c. Revise removal plans
 - d. Revise fencing plans
- 7. Contour grading and DTM model (Revise 4 of 6 sheets):
 - a. Re-perform 3D modeling

- b. Recreate design templates
- c. Revise contour grading model
- d. Revise grading plans
- 8. Stage Construction (Revise 6 of 6 sheets):
 - a. Reanalyze stage construction on the mainline
 - b. Redesign stage construction at ramp intersections
- 9. Traffic Handling & Detour Plans (Revise 24 of 100 sheets):
 - Reanalyze traffic handling on the mainline
 - b. Redesign traffic handling at ramp intersections
 - c. Create any new detour plan sheet resulting from revised stage constructions plans
- 10. Pavement Delineation (Revise 4 of 8 sheets):
 - a. Redesign a total of 5 on and off ramps
 - Reannotate all callouts: including striping details, tapers, intersections and ramp metering limit lines, pedestrian crossings and pavement markings
 - Redesign intersections, including curb ramps
 - d. Recalculate and verify horizontal clearance requirements
 - e. Recalculate quantities
- 11. Sign Plans (Revise 8 of 16 sheets):
 - Revise plan sheets based on new ramp alignments
 - b. Revise plan sheets based on new mainline edge of pavement
 - c. Move signs behind the new intersection curb return locations
- 12. Summary of Roadway Quantities (Revise 3 of 3 sheets):
 - a. Recalculate all quantities
 - b. Revise quantity plan sheets
- 13. Retaining Wall Plans (Revise 2 of 4 sheets):
 - a. Redesign 2 walls that provide room for the MVPs (standard walls)
- 14. Storm Water Data Report:
 - Include discussion of jacking new culvert under/across i-10 freeway
 - b. Include new footprint in project discussion
 - c. Reiterate the I-10/Channel interim discussion
- 15. ROW Requirement map:
 - a. Include changes in two (2) parcels: 251-141-27 and 237-051-17.
- 16. Supplemental Fact Sheets with Design Exceptions: Prepare supplemental design exception fact sheets for any non-standard design features that were not previously documented as listed below:
 - a. Mandatory Design Exception Features:
 - 1. Vertical Stopping Sight Distance on CI-4 EB-Off ramp (Index 201.1)

- b. Advisory Design Exception Features are:
 - 1. Vertical Curve length on CI-4 EB-Off ramp (Index 204.4)
 - 2. Superelevation runoff on CI-1 EB-Off ramp (Index 203.6)
- c. Ramp Metering Exception:
 - 1. Prepare a new Ramp Metering exception factsheet for the eastbound on ramp to remove the HOV bypass lane

17. Cost estimate

- Revise cost estimate to reflect differences to accommodate ultimate freeway section design.
- 18. I-10 Channel (Revise 3 of 3 sheets) (Parsons)
 - a. Realign and reanalyze ultimate channel
 - b. Redesign interim condition (or half of the ultimate channel width)
 - c. Recalculate quantities
- 19. I-10 Channel Structures (Revise 12 of 15 sheets) (Parsons)
 - a. Redesign reinforced concrete boxes
 - b. Redesign open channel
 - c. Prepare new structure transition details
 - d. Analyze right-of-way vs. constructability constraints
- 20. Drainage Report (Parsons)
 - a. Discuss and describe interim condition (for half of ultimate channel width)
 - b. Add jacking of new culvert under I-10 freeway
- 21. Electrical, Signal, Ramp Metering, and Lighting Plans (Revise 11 of 19 sheets) (Parsons)
 - a. Redesign/revise traffic signals based on new intersection curb return locations
 - b. Redesign/revise ramp metering, pull boxes, and cabinets
 - c. Redesign/revise street lighting and pull boxes

Cherry Avenue Interchange - Civil (Parsons)

- 1. Typical sections (Revise 12 of 14 sheets)
 - a. Add cross sections for I-10 median barrier
 - b. Revise/add cross sections for "D" configuration of westbound loop entrance and westbound off ramp.
 - c. Redesign and re-station ramp typical cross section limits; including gore area station limits, lane drop taper limits and barrier/curb locations
 - d. Revise horizontal wall locations
 - e. Adjust dimensioning such as Right of Way (ROW) callouts
- 2. Layout sheets (Revise 5 of 10 sheets)

- a. Redesign EB on, WB on, "D" configuration of westbound loop entrance, and WB off ramps (total of 4 ramps)
- b. Reannotate all horizontal callouts: including concrete barriers, tapers, pavement types, horizontal geometry (PT, PC, PI, curve data etc.), and wall locations; reannotate callouts for ETW, EP, station, elevations.
- c. Redesign intersections at EB on/Cherry, WB on/Cherry, WB loop on/Cherry and WB off/Cherry including curb returns, curb ramps, sidewalks, and barrier rails where necessary.
- d. Recalculate and verify horizontal sight clearance requirements for all curves.
- e. Add I-10 median barrier and pavement callouts remove existing metal beam guardrail and replace with concrete barrier.
- 3. Profile and Superelevation sheets (Revise 9 of 13 sheets)
 - a. Redesign EB on, EB off, "D" configuration of westbound loop entrance, WB loop on , and WB off ramp profiles
 - b. Recheck vertical curve sight distance calculations
 - c. Recheck vertical clearance calculations for the I-10 bridge over the WB loop on ramp and for channel clearances under the WB on, WB loop on and WB off ramps
 - d. Redesign superelevation diagrams
 - e. Reannotate all profile and superelevation diagram callouts
- 4. Construction details (Revise 44 of 50 sheets)
 - a. Revise gore area and auxiliary lane details sawcut limits and revise all elevations callouts
 - b. Revise westbound loop entrance intersection detail to "D" shape intersection revise all curb returns, dimensions and elevation callouts
 - c. Create new detail sheets for median pavement structural sections and concrete barrier replacements, calculate/verify if standard median barrier is adequate or retaining barrier is necessary.
 - d. Revise removal plans
 - e. Revise fencing plans
- 5. Contour Grading and DTM model (Revise 5 of 10 sheets)
 - a. Re-perform 3-D modeling and re-grade 5 on and off ramps and auxiliary lanes
 - b. Revise westbound loop entrance model to "D" shape intersection
 - c. Add model for median barrier.
- 6. Drainage Plans and Profiles (Revise 44 of 44 sheets)
 - a. Reanalyze drainage capacity calculations and relocate drainage inlets
 - b. Analyze and modify drainage inlets in median
 - c. Recalculate quantities
- 7. Drainage Details (Revise 4of 19 sheets)
 - a. Prepare additional median drainage inlet modification details
- 8. I-10 Channel (Revise 3 of 3 sheets)

- a. Realign and reanalyze ultimate channel
- b. Redesign interim condition (for half of the ultimate channel width)
- c. Recalculate quantities
- 9. I-10 Channel Structures (Revise 19 of 19 sheets)
 - a. Redesign reinforced concrete boxes
 - b. Redesign of open channel
 - c. Prepare new structure transition details
 - d. Analyze ROW versus constructability constraints
- 10. Drainage Report
 - a. Discuss and describe interim condition (for half of the ultimate channel width)
 - b. Adding jacking of new culvert under/across I-10 freeway
- 11. Stage Construction (All stages were affected on 9 of 9 sheets)
 - a. Reanalyze stage construction and traffic handling on the mainline
 - b. Redesign stage construction at ramp intersections
 - c. Prepare additional stage construction for median pavement and barrier replacement
- 12. Traffic Handling (Revise 63 of 63 sheets)
 - a. Reanalyze traffic handling on the mainline
 - b. Redesign traffic handling at ramp intersections
 - Prepare additional traffic handling for median pavement and barrier replacement
- 13. Detour Plans (Revise 2 of 2sheets)
 - a. Create new plan sheets resulting from revised stage constructions plans
- 14. Pavement Delineation (Revise 10 of 15 sheets)
 - a. Redesign a total of five on and off ramps
 - b. Reannotate all the callouts: including striping details, tapers, intersections and ramp metering limit lines, pedestrian crossings and pavement markings
 - c. Redesign intersections, including curb ramps
 - d. Recalculate and verify horizontal clearance requirements
 - e. Recalculate quantities
- 15. Sign Plans (Revise 8 of 24 sheets)
 - a. Revise plan sheets based on new ramp alignments
 - b. Move signs behind the new intersection curb return locations
- 16. Summary of Roadway Quantities (Revise 5 of 5 sheets)
 - a. Recalculate all quantities
 - b. Revise quantity plan sheets
- 17. Electrical Signal Ramp Metering and Lighting Plans (Revise 14 of 22 sheets)
 - a. Redesign/revise traffic signals based on new intersection curb return locations
 - Redesign/revise ramp metering, pull boxes and cabinets
 - c. Redesign/revise street lighting and pull boxes

- 18. Storm Water Data Report
 - a. Include discussion of jacking new culvert under/across i-10 freeway
 - b. Include median drainage discussion
 - c. Reiterate the I-10/Channel interim discussion
- 19. Supplemental Fact Sheets with Design Exceptions: Prepare supplemental design exception fact sheets for any non-standard design features that were not previously documented as listed below:
 - a. Mandatory Design Exception Features:
 - 1. Vertical Stopping Sight Distance on Cherry Avenue (Index 201.1)
 - 2. Horizontal Stopping Sight Distance on I-10 existing condition (Index 201.1)
 - b. Advisory Design Exception Features:
 - 1. Design Speed on Cherry Avenue (Index 101.1)
 - 2. Vertical Curve length on Cherry Avenue (Index 204.4)
 - 3. Superelevation runoff tangent between reverse curves on loop ramp (Index 203.6)
 - 4. 2:1 embankment slopes
 - c. Ramp Metering Exception:
 - Prepare a new Ramp Metering exception factsheet for the eastbound on ramp to remove the HOV bypass lane

Citrus Avenue Interchange - Structural (TYLI)

General: Review partial rework of the preliminary GAD and update due to the ultimate freeway section changes. Provide additional Structural Project Engineering and new QA/QC review for the 65% submittal. Update foundation tables and coordinate with the geotechnical sub.

Overcrossing: Modify Abutment 1 from a short seat to a high seat cantilever. While the bridge ends up being slightly shorter, one span is forced to be longer (while the other gets shorter), resulting in a 5 inches deeper superstructure. Revise analysis and calculations accordingly and revise 29 sheets (excluding Log of Test Borings).

Overhead: Minor design and detailing effort due to the ultimate freeway section changes to verify transition details associated with the adjacent walls and with the shifted lanes along the east-bound ramps.

Retaining Wall 790: Ultimate freeway section changes result in profile change and a 100 foot longer wall. Revise 16 previously completed sheets accordingly.

Retaining Wall 802: Ultimate freeway section changes result in profile change and a 120 foot shorter length wall. Revise 17 completed sheets accordingly.

Retaining Wall 792: Ultimate freeway section changes cause this wall to move further to the south and change the east-bound ramp profiles. These changes result in a wall that shifts 12 feet to 19 feet south, is around 4 to 6 feet higher and is 200 feet shorter. Revise 12 previously completed sheets accordingly.

Retaining Wall 795: Ultimate freeway section changes shift this wall, resulting in different wall geometry, wall heights and lengths. Revise 7 previously completed sheets accordingly.

Cherry Avenue Interchange – Structural (TYLI)

General: Review partial rework of the preliminary GAD and update due to the ultimate freeway section changes. Provide additional Structural Project Engineering work, including structural analysis and calculations. Update foundation tables and coordinate with the geotechnical sub.

Overcrossing: Due to the ultimate freeway section changes, the structure needs to be 20 feet longer and 3 inches deeper to accommodate the additional future freeway width. Revise analysis and calculations accordingly and revise 3 previously completed sheets.

Overhead: Minor design and detailing effort due to the ultimate freeway section changes to verify transition details associated with the adjacent walls and with the shifted lanes along the east-bound ramps.

Retaining Wall 680: An MSE and Type 1 wall separating the east-bound off-ramp and the UPRR tracks. The ultimate freeway section results in a profile change and a 52 foot shorter wall. There are 18 partially completed sheets that need to be modified.

Retaining Wall 696: Ultimate freeway section changes result in a wall profile change and a 49 foot shorter wall. Revise 20 partially completed sheets accordingly.

Retaining Wall 690: Ultimate freeway section changes shift this wall 10 to 17 feet further to the south and change the east-bound ramp profiles. Revise 2 partially completed sheets accordingly.

Retaining Wall 33: Ultimate freeway section changes, by shifting the drainage channel and ramps will result in different wall heights and lengths for this wall. Revise one partially completed accordingly.

Retaining Wall 688: Ultimate freeway section changes result in a shift of the west-bound direct on-ramp so this wall will shift up to 40 feet, resulting in new heights and a different length. Revise one partially completed sheet accordingly.

2. LIFE CYCLE COST ANALYSIS (LCCA) (TYLI)

Background

Current Caltrans practice calls for preparation of LCCA report during the PA&ED phase. As a result, the original scope of work for this contract assumed that the LCCA reports for each interchange would already be complete. However, it was determined that LCCA reports had <u>not</u> been prepared, and Caltrans is requiring them as part of the PS&E phase.

Scope of Work Attachment A CN 08050-1 TN 82610000

3. <u>CITRUS/SLOVER INTERSECTION</u> (TYLI, Parsons, and Birge)

Background

During preparation of PA&ED for Citrus Avenue, a decision was made to stop the southerly limits of the interchange project approximately 350 feet north of the Citrus/Slover intersection. It was assumed that a separate project, led by the City of Fontana, would be conducted simultaneously with the interchange to complete the necessary horizontal and vertical connections to make the project complete and constructable. However, the City project was never funded or completed.

As a result, it is necessary to prepare design plans and conduct other activities to complete this critical piece of the Citrus Avenue project to make the interchange project constructable. This covers a length of approximately 350 feet, and requires additional design of curb and gutter, new profiles, drainage facilities, traffic signal modifications, local property access, and preparation of right-of-way documents. Development of concepts, and in-depth coordination with City of Fontana in terms of interim and ultimate geometry, is also necessary.

Since the interchange project is not constructable without this change, SANBAG concurred with the Project Development Team that this out-of-scope work would be included in the PS&E package for the interchange.

Scope of Work

- Conduct meetings with City staff and prepare concept plans for intersection alternatives and geometry. Revise as required based on City input. Evaluate local access modifications and TCE requirements.
- Prepare or revise the following 19 sheets:
 - o Title and Location Map (1 sheet)
 - Typical Cross Sections (1 sheet)
 - Key Map and Line Index (1 sheet)
 - o Layout (1 sheet)
 - o Profiles and Superelevations (1 sheet)
 - Additional Construction Details (5 sheets)
 - Contour grading and DTM model (1 sheet)
 - Stage Construction (1 sheet)
 - Traffic Handling Plans (1 sheet)
 - Traffic Signal (1 sheet)
 - Pavement Delineation (2 sheets)
 - Sign Plans (2 sheets)

- Additional Retaining Wall Plans (2 sheets)
- Conduct analysis and prepare plans for traffic signal modifications
- Prepare additional quantity and cost estimates for new improvements
- Update ROW Requirement Map to reflect changes/additions in four (4) parcels: 0251-054-48, 0237-054-17, 0237-054-18, and 0237-054-19.
- Revise legal descriptions and plats for above-noted parcels. Prepare additional legal descriptions and plats for three (3) new TCE's.
- Revise SWDR to reflect new project footprint.

4. CHERRY GAD REVISIONS (Parsons)

Background

At the February 26, 2009 PDT Meeting, both SANBAG and Caltrans agreed that the previously approved Geometric Approval Drawings (GAD) contained ramp profile design elements that would cause constructability issues. The consultant team was directed to revise the on- and offramp profile design to eliminate these issues. The necessary changes included reevaluation of the ramp horizontal alignment, vertical profiles, and superelevation diagrams, and preparation of fact sheets.

Scope of Work

- Prepare supplemental fact sheets for non-standard features as follows:
 - o Mandatory Design Exceptions:
 - Vertical Stopping Sight Distance on Cherry Avenue (Index 201.1)
 - Horizontal Stopping Sight Distance on I-10 existing condition (Index 201.1)
 - Advisory Design Exceptions:
 - Design Speed on Cherry Avenue (Index 101.1)
 - Vertical Curve Length on Cherry Avenue (Index 204.4)
 - Superelevation Runoff Tangent Between Reverse Curves on loop ramp (Index 203.6)
 - 2:1 Fill Slopes within Caltrans right-of-way (Index 304.1)
- Reanalyze and revise on- and offramp horizontal alignments, for each ramp
- Reanalyze and revise on- and offramp vertical profiles
- Revise superelevation diagrams

5. FIELD SURVEYS (Associated)

Background

Various additional items of field survey work during design development which were outside the existing scope of work have been required during the course of the project:

Cherry Soundwall: Relocated from original planned alignment

Channel Tie-ins: Required for expanded channel design limits

Collect Utility Features: Greater than anticipated number of utilities

Verify Aerial Mapping: Confirm work provided by others

Collect Building Corners, Flag R/W: Requested by City and County appraisers and property owners

Median Drainage Ties: Required for change in drainage concept (jacked pipes)

Citrus/Slover Intersection: Expanded project limits

Median Pavement (Cherry): Required for design change to include concrete median barrier

Miscellaneous Future Requests: To provide for unanticipated future needs

Scope of Work

- Drainage ties at Cherry, Citrus, Valley and Slover
 - Coordinate with Caltrans Permits for access to freeway
 - Expand survey control for local ties made
 - Collect ties and flowline dips for approximately 52 inlets and structures
 - Office support for computations and mapping, discernment of as-built drainage plans
- Locate and provide detail for Cherry Soundwall; original location of soundwall was shifted to ROW line which required additional survey information including:
 - Research record maps and deeds for R/W and local cadastral monuments
 - Coordinate with Caltrans Permits for access to freeway
 - o Expand survey control for local ties made
 - Search for and recover existing monuments
 - Collect existing topo within limits of relocated soundwall
 - o Perform property boundary survey analysis to establish existing R/W
 - Office support for computations and topographic mapping
- Channel tie-ins east and west of each interchange
 - Coordinate with Caltrans Permits for access to freeway
 - Expand survey control for local ties made
 - Collect existing channel ties and flowline
 - Office support for computations and mapping
- Tie and dip utility features at each interchange
 - Expand survey control for local ties made

- Collect existing utility feature ties
- Office support for computations and mapping
- Verify aerial mapping (by others) at each interchange
 - Coordinate with field crew for visual inspection and provide response
- Collect building corners and flag proposed R/W at various locations for each interchange
 - Collect building corners as needed
 - Obtain proposed R/W and prepare computations for field staking
 - Field survey to provide staking
 - Office support for computations and mapping
- Drainage ties within median for both interchanges
 - Coordinate with Caltrans Permits for access to freeway and lane closures
 - Secure traffic control specialty contractor (and approval from Caltrans)
 - Perform field surveys
 - Office support for computations and mapping
- Tie-in survey for Citrus/Slover intersection
 - Collect ties for existing improvements
 - o Office support for computations and mapping
- Median pavement survey for Cherry interchange
 - Coordinate with Caltrans Permits for access to freeway
 - Collect ties to existing freeway pavement, inside and outside ETW's, (approximately 2000 LF each direction)
 - Collect survey information for newly proposed bore/jack pipes under freeway and additional Cherry Ave IC pavement joins
 - Office support for computations and mapping
- Miscellaneous survey requests (Optional Task budget for future needs)
 - Coordinate with Caltrans Permits for access to freeway
 - Perform field surveys as requested
 - Office support for computations and mapping

6. DRAINAGE ANALYSIS AND REDESIGN AT CITRUS IC (Birge)

Background

For handling of local drainage along the southerly side of the freeway, the PA&ED documents for both interchanges assumed perpetuation of an existing ditch between I-10 and the UPRR right of way. However, due to retaining wall design requirements which emerged during PS&E development, this assumption was no longer valid (i.e. the ditch conflicted with structural elements). As a result, it has become necessary to evaluate alternative methods for handling local drainage requirements and supplemental hydrologic

and hydraulic analysis is required to establish an appropriate configuration for discharging storm waters tributary to the southern portions of the subject interchanges.

To date, various alternatives have been considered, including:

- Connection to the I-10 Channel via pipe jacking under the I-10 mainline
- Utilization of infiltration "dry wells"
- Utilization of pipe and "burp-out" facilities
- Connection to existing City of Fontana drainage facilities located in Citrus and Cherry Avenues

After preliminary analyses and discussions with the design team and Caltrans technical staff it was determined that jacking under the freeway was likely the most practical and cost-effective solution. Detention and/or infiltration devices may also be required to accommodate water quality requirements and capacity constraints within the existing systems. These devices and storm drain lines would be designed to be placed within the freeway right of way.

Furthermore, due to modifications to accommodate the ultimate freeway section, the design of drainage facilities that had already been completed will require substantial revision. Specifically, drainage plan and profile and detail sheets previously prepared in anticipation of the 60% submittal require substantial revision to meet the new design criteria.

Scope of Work

- Attend meetings to discuss and determine most appropriate and cost-effective drainage solution for each interchange. Consider the following alternatives:
 - Connection to the I-10 Channel via pipe jacking under I-10
 - Utilization of infiltration "dry wells"
 - Utilization of pipe and "burp-out" facilities
 - Connection to existing City of Fontana drainage facilities located in Citrus and Cherry
- Conduct meetings with Caltrans and City of Fontana staff to evaluate alternatives
- Prepare hydraulic analysis of proposed jacked-pipe system at Citrus
- Coordinate with Caltrans and the design team regarding jacking parameters
- Prepare hydrology / hydraulic analysis for the Citrus Storm Drain system to determine hydraulic grade line conditions within the proposed system and the I-10 Channel
- Prepare preliminary design including two (2) plan and profile sheets of jacking requirements for the Citrus interchange for Caltrans review
- Prepare supporting design calculations to be appended to the project drainage report.
- Revise PS&E documents to reflect revised geometry and connection to I-10 channel

- Perform additional calculations and design to address extension of drainage design southerly on Citrus to Slover Avenue to accommodate design revisions requested by the City of Fontana. Two (2) additional Drainage Profile sheets are required
- Revise Drainage Report to reflect revised geometry and connection to I-10 channel.
 Drainage Report and six (6) Hydrology Maps require revision
- Revise previously completed drainage plans to incorporate redesign for ultimate freeway section. Six (6) Drainage sheets and three (3) Drainage Profile sheets require significant revision

7. UTILITY COORDINATION AND DESIGN (Birge)

Background

Due to the magnitude of Caltrans administrative requirements, and excessive number of utility coordination issues, the team's utility consultant, Birge Engineering, has determined that its budget to perform the various tasks required for development of utility plans and performance of related coordination activities for the project is not adequate to complete the work.

In addition, Birge has had to undertake significant coordination efforts with SCE, including managing the development of a joint easement corridor to be utilized by SCE and Fontana Water Company. This effort is beyond the original scope and budget for research and coordination.

Scope of Work

- Conduct/continue utility research, coordination and meetings at each interchange.
 Oversee and coordinate negotiations with SCE and Fontana Water regarding joint utility easement and proposed relocations. Prepare additional Notices to Owners, obtain encroachment permits, and coordinate utility effort with Caltrans.
- Additional work to prepare and complete detailed utility plans (U-sheets) for existing and relocated facilities at each interchange.

8. POTHOLING (Associated)

Background

The original scope of work assumed a total of 10 potholes for both interchanges throughout the entire project, and did not specifically contemplate potholing within UPRR right-of-way. As design progressed, it became evident that several utilities that had been installed in the UPRR right-of-way might have the potential to conflict with new bridge or retaining wall footings. Thus it became necessary to initiate a potholing program within UPRR property. This involved 29 potholes alone within UPRR property, along with additional effort to secure permits and engage a railroad flagman.

Similarly, as drainage and other civil design components outside of the UPRR right-of-way progressed, it was determined the potential for numerous utility conflicts exists, and a very extensive pothole program will be required. Approximately 30 potholes are anticipated to be required to adequately confirm all conflict situations.

Thus the estimated requirement for at least 39 additional (59 total) potholes substantially exceeds the original estimate of 20 total, along with the additional requirements of unanticipated UPRR permitting and coordination.

Scope of Work

- Apply for right of entry permit from UPRR, including application fees, RR insurance, liability and flagman fees
- Apply for permits as required from City and County agencies, including application and permit fees
- Secure pothole digging contractor and obtain approval from UPRR
- Obtain updated Railroad Safety Training for field personnel
- Coordinate with flagman for contractor access, Utility Coordinator for notifications
- Coordinate with local agencies for approval of methods, traffic control and surface repair
- Pothole digging
- Survey, compute and deliver results to design team

9. <u>LEGAL DESCRIPTIONS AND MAP REVISIONS</u> (Associated and Paragon)

Background

At the request of all involved agencies on the project, preparation of Right-of-Way Maps and Legal Descriptions/Plats was expedited to support initiation of appraisal and acquisition activities, since the baseline project schedule for these activities is extremely compressed. The maps and legal descriptions for all parcels were completed prior to the 60% design stage.

Typically, the map and legal activities are not initiated in any great detail until the project has reached the 60% design stage. However, all of the map and legal work was based essentially on GAD-level design information. As design neared the 60% level, a substantial number of revisions were determined to be needed, as more precise information became available. In addition, City and County right-of-way staff requested various revisions to parcels as they began discussions and negotiations with property owners. Moreover, the extension of the project limits at Citrus to include the Slover intersection necessitated preparation of maps and legals for several additional, unscoped parcels.

Attachment B contains a detailed list of all revisions that were required for various parcels on both interchanges.

Scope of Work
Attachment A
CN 08050-1
TN 82610000

- Convert and interpret Right-of-Way Requirement files (R/W files are prepared in MicroStation J per Caltrans)
- Prepare computations to develop new R/W
- Revise annotation, Station/Out calls, parcel closures, etc
- Revise legal descriptions and plats
- Revise Appraisal Maps
- Distribute to team and agencies for review and implementation

10. GEOTECHNICAL (EMI)

Background

The original scope of work assumed a daytime work window from 9:00 am to 3:00 daily to conduct geotechnical field investigations. However, both Caltrans and the City of Fontana required that much of the work be performed at night. This requirement added more time and cost due to lower production rates at night, premium charges by outside contractors for night work, and rental charges for lighting and crash trucks. Fontana also required preparation and submittal of traffic control plans which were not included in the original scope of work.

The foundation reports for Citrus were complete prior to the decision to accommodate the ultimate freeway section, and were well under way for Cherry. The changes due to redesign must be incorporated into the analysis, recommendations, exhibits, and text of the reports.

In addition, the change in the drainage system to jacked proposed pipes under the freeway necessitated additional borings, since no information was available within several hundred feet of the pipe locations.

Scope of Work

- Conduct night drilling operations in locations required by Caltrans and/or City of Fontana. Provide necessary safety equipment. Prepare and submit traffic control plans as required by City of Fontana.
- Revise foundation reports and exhibits to incorporate structural changes for Cherry and Citrus Overcrossings and retaining walls.
- Drill four borings (two at each interchange) at proposed location of jacked storm drain pipes. Conduct laboratory testing, prepare recommendations, and incorporate into Geotechnical Design Reports for each interchange.

11. LANDSCAPE ARCHITECTURE PA/ED (Optional Task) (TyLin, PTG, Lynn Capouya)

Background

An additional task to complete the PA/ED documents for the follow on landscape architecture project is also required for both interchanges. The original scope of work assumed that final planting and irrigation improvement plans would be part of the design package, but only anticipated that the underground irrigation, electrical conduits, gore treatments, and irrigation crossover piping would be installed by the highway contractor.

Consultant shall provide a separate, completed PA/ED document to be approved by Caltrans and include the supplement project approval documents including, but not limited to, supplemental project report, environmental document (CE/CE anticipated), right of way data sheet, and preliminary storm water data report to support the future construction contract (separate from highway contract).

The current design contract already includes completing the final PS&E package for the landscape, irrigation and planting construction bid package. Consultant shall tailor this stand-alone PS&E package, separate from the backbone infrastructure PS&E package required for the highway contract, to be utilized for the future landscape construction contract. This follow on landscape project is anticipated to also include the plant establishment period.

Note:

Landscape follow-up projects are anticipated to have their own EA; for Cherry it will be 46801 and for Citrus it will be 46811.

12. GENERAL PROJECT MANAGEMENT AND QUALITY CONTROL (TYLI and Parsons)

Background

Expansion of the scope of work will require increased effort for team/subconsultant management, coordination with agencies, and other administrative activities. Consultant shall also provide additional quality control checks for all project deliverables and quality assurance verification of the team's quality control process.

Scope of Work

- Provide coordination with SANBAG, Caltrans, City, and County staff.
- Attend and/or conduct additional project coordination meetings with all agencies
- Oversee design team in preparation of revised plans and/or additional work
- Quality control / Quality assurance

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COMPANY:	SCOPE OF WORK	ueralóyek lalurspesfo						DATE: . 05/	03/2010
PROJECT:	MILESTONE/PHASE/PRO	OJECT SUMMARY:						-	
Cherry and Citrus at I-10	Summary								
DIRECT LABOR									
PERSONNEL	FUN	CTION	Hours		RATE		MOUNT		
Gary Antonucci	Project Manager	*******	0.0	1\$	87.50				
Staff	QA/QC		0.0	5	100.00	-			
Jim Rucker	Supervising Bridge	Engineer	0.0	\$	69.85	-	2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Rodrigo Gonzalez	Supervising Transp	The supplement of the first of the party of the supplement of the	0.0	\$	70.90	PERSONAL PROPERTY.			
Jeff Kim	Senior Transportat	Committee and the second of the committee of the committe	0.0	\$	57.05	~~~	-		
Staff	Senior Bridge Engi		0.0	\$	AND THE PARTY AN	\$			
Staff	Bridge Engineer		0.0	\$		\$	The second secon		
Staff	Assistant Bridge E	ngineer	0.0	\$	30.69	\$			
Staff	Transportation Eng	ineer	64.0	\$	44.00	\$	2,816.00		
Staff	Assistant Transpor		174.0	\$	43.45	\$	7,560.30		
Staff	CADD Technician		154.0	\$	21.00	\$	3,234.00		
Staff	CADD Technician	(Bridge)	0.0	\$	32.70	-			
Staff	Clerical	The state of the s	0.0	1 \$	15.00	\$			
	TOTAL HOURS		392.0	1	TOT	AL DI	RECT LABOR	\$	13,610
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ESCALATION	0.00%					\$	- 1		
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	Update Title and Location Map (1 sheet)			2,0	10.0		12.0
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	Add Construction Details (5 sheets)		10.0	20.0	50.0	manufacture of special	80.0
	Update contour grading and DTM model (1 sheet)		8.0	18.0		4	26.0
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==	Update Traffic Handling Plans (1 sheet)		14.0	20.0	50.0		8,0
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COMPANY:	Parsons						DATE	:
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DIRECT LABOR								
REPRONIE	FUNCTION	HOURS		RATE		AMOUNT		
Cheah	Project Management	3	\$	83.00	\$	249.00		
Cooper	Sr Transportation Engineer	6	\$	45.87	\$	275.22	i	
Lees	Sr Transportation Engineer	0	\$	52.30	\$			
Pazdan	Sr Transportation Engineer	0	\$_	51.27	\$			
Kwan	Transportation Engineer	<u>.</u> 0		38.56	\$	-		
Tan	Transportation Engineer	Ó	\$	33.83	1\$	mean property in the second		
Wong	Transportation Engineer		\$	32.13	\$	——————————————————————————————————————		
Saikali, W	Transportation Engineer	0		27.88	-	-		
Saikali, Y	Sr Designer		\$	41.56	\$	-	*	
Bottcher	Sr.Drainage Engineer	0	\$	69.49	\$			
Galvan	Sr.Drainage Engineer	4		50.62	\$	202.48		
Fawaz	Sr.Drainage Engineer		\$	56.25	\$	450.00		
Chua	Drainage Engineer	24		38.37	\$	920.88		
Medina	Drainage Engineer	0		32.81	\$			
Perez	Sr Traffic/Signal Engineer	34	C.	61.78	Section and the	2,100.52		
Abraham	Sr Traffic/Signal Engineer	60		43.81	\$	2,628.60		
Weibel	Traffic/Signal Engineer	44	-	38.50	\$	1,694.00		
Powell	Transportation Engineer	16		34.50	\$	552.00		
McNeil	Sr Transportation Engineer	0		48.21	\$			
Boddapati	A. Transportation Engineer	0	\$	28.93	\$			
Pettersen	Sr Transportation Engineer	0	\$	39.64	\$			
Dulor	Sr Bridge Engineer	O	\$	61.30	\$			
Sandirasegaram	Sr Bridge Engineer	0	\$	57.51	\$			
Johnson	SR CADD Designer	0		47.49	\$	ila and diag.		
Rudd	Clerical	The state of the s	\$	28.40				
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FEES								
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						TOTAL FEES	\$	2,268
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Manhe	Munhour Worksheet							Œ						ě	DATE	T
COMPANY		SCOPE OF WORK:												<u> </u>	05/07/2010	
PARSONS		CO-3_Task 3- Citrus-Slover intersect	Citrus-Slove	rintersection												
PROJECT:		MILESTONE/PHASE/PROJECT SUMMARY:	E/PROJECT SUN	MARY:												-
I-10/Chem	I-10/Cherry & Citrus ICs	Summary														
TASK	TASK ACTIVITY	 Æ	Sr Transportation Engineer	Sr Sr Sr Transportation Sr. Drainage Sr. Drainage Sr. Drainage Engineer Engineer Engineer Engineer Engineer	Sr.Drainage , Engineer	Sr.Drainage Engineer	Sr.Drainage Engineer	Drainage Engineer	Drainage S Engineer	r Traffic/Signal S Engineer	r Traffic/Signal Engineer	Traffic/Signal Engineer	Drainage Sr TraffolSignal Sr TraffolSignal Transportation Transportation Engineer Engineer Engineer Engineer	Transportation Engineer	Clerical	Total Hours
		ı							Martina	Para?	Abraham	Weibel	Powell	McNeil	Rudd	
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* 30.	Electrical Signal and Lighting Plans (2 sheets)	0.0	2.0					• •	· #7 · ·	26.0	20.0	4.	16.0		· ·	31.0
	Lipdains TMP (1 sheet) WPCP (1 sheet)	5.0	2.0			40	0.00	24.0		34.0	0.09		16.0			199.0
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	rotalsi	69	0	0	a	+	80	24	0	34	09	44	16	0	a	199

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PROJECT:	I-10/Cherry and Citrus Intercl	nanges Project -	PS&	F Phase				03/2010
	CO1 - TASK 4- CHERRY GA							
DIRECT LABO			-					
(PERSONNE	FUNCTION	HOURS		:WIE		AMOUNT		
Chean	Project Management	25	\$	83.00	\$	2,075.00		
Cooper	Sr Transportation Engineer	36	\$	45.87	\$	1,651.32	2.50	
_ees	Sr Transportation Engineer	13	\$	52.30	\$	679.90		
Pazdan	Sr Transportation Engineer	, o	\$	51.27	\$	-		
Kwan	Transportation Engineer	112	\$	38.56	\$	4,318.72		
Tan 💮	Transportation Engineer	74	\$	33.83	\$_	2,503.42		
Vong	Transportation Engineer	0	\$	32.13	\$			
Saikali, W	Transportation Engineer	0	\$	27.88	\$	-		
Saikali, Y	Sr Designer	. 0	\$	41.56	\$	-		
3ottcher	Sr.Drainage Engineer	0	19.00	69.49	\$			
Galvan	Sr.Drainage Engineer		\$		\$			
awaz	Sr.Drainage Engineer		\$	56.25		-		
Chua	Drainage Engineer		\$	38.37		-		
Medina	Drainage Engineer		\$		\$	• • • • • • • • • • • • • • • • • • •		
Perez	Sr Traffic/Signal Engineer		\$	61.78		-		
Abraham	Sr Traffic/Signal Engineer		\$	43,81				
Weibel	Traffic/Signal Engineer		\$	38.50		-		
Powell	Transportation Engineer	the state of the s	\$	34.50	THE REAL PROPERTY.			
VcNeil*	Sr Transportation Engineer		\$		\$	_		
Boddapati	A. Transportation Engineer		\$	28.93		-		
Pettersen	Sr Transportation Engineer		\$	39.64	\$			
Dulor	Sr Bridge Engineer		\$	61.30	\$	-		
Sandirasegara	m Sr Bridge Engineer		\$	57.51	\$	<u>-</u>		
Johnson	SR CADD Designer		\$	47.49	\$	-		
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Cost Proposal Work	SCOPE OF WORK:						DATE:	7 - 7
Associated Engineers, Inc.	CO3 - Task 5 - Field Surveys						05/0	3/2010
PROJECT:	MILESTONE PROSEPROSECT SUMMA	SA:	Mark Transition		A A THE RESIDENCE	CONTRACTOR OF THE PROPERTY OF	"cred 4	42-1
Cherry/Citrus at I-10	Summary						5.000 St.	
DIRECT LABOR		- Trial to be about all made and		arms annual man		المحقول المراجع بمعاوم بمسريم المست		Nich william .
PERSONNEL	FUNCTION .	HOURS	1	ATE		MOUNT		
Jim Imbiorski	Project Management	0.0	15	90.00	\$			
Jim Elliott	Chief Mapper	34.0	1.5	68.88	\$	2,341.92		
Staff	Licensed Land Surveyor	j 58.0	\$	46.38	• \$	2,690.04		
Staff	CADD Technician	36.0	\$	27.42	\$	987.12		
Staff	Survey Technician	124.0	1\$	36.17	* \$	4,485.08		
Marc Wilson	Chief of Surveys	19.0	\$	49.02	. S.	931.38		
Staff	Party Chief	151.0	\$ _	47.00	\$	7,097.00	į	
Staff	Chainman	278.0	(\$	45.08	* \$	12,532.24		
Staff	Clerical	35.0	\$	29.67	• \$	1,038.45		
			V					
	TOTAL HOURS	735.0		TOT	AL DIR	ECT LABOR	\$	32,103
MULTIPLIERS							,	
ESCALATION	0.00% (of Total Dir				\$	-		
OVERHEAD	92.02% (of Total Dir	As a real time at a large and the second	MAY ARREST DESIGNATION AND THE PERSON NAMED IN		\$	29,541		
PAYROLL ADDITIVES	35.46% (of Total Dir	ect Labor + Escala	tion)		\$	11,384 ULTIPLIERS	<u> </u>	40,925
HEAL	LS	1 (*U/V)505 8	S S	usesum	\$		mate.	
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Kantex UPRR United Traffic	pothole digging (railr traffic control fi	0 0 0 UNQUICE 29 potholes w/in u oad flagman or median drainage	S S TOTA	TOTAL	S S S S S S S S S S S S S S S S S S S	3,000.00 S	\$	
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Cherry and Citrus at I-10	Summary							marana a da
PERSONNEL	FUNCTION	HOURS	Tribertoffer	W.E		OUNT		
Steven Frieson	Project Management	32.0		. 86.00		2,752.00		
the state of the s		0.0	\$		\$	2 200 20		
lenryPao	Senior Trans Englneer	450.0	\$	68.00		0,600.00		
Michael Mülgrew	Trans Engineer	226.0	\$	40,00	- AMUNICIPALITY OF THE PARTY OF	9,040.00		
Charlene Drake	Assistant Engineer	200.0	<u> </u>	31,50	_	6,300.00		
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Attachment B

Manhaur Worksheet							
DOMPANY: LECTURE CONTRACTOR CONTR	SCOPE OF WORK	A STATE OF THE PARTY OF THE PAR	PROPERTY OF THE PROPERTY OF TH	CEPH VINCEL MAIN AND AND AND AND AND AND AND AND AND AN	STATE OF STA		DATE
Birge Engineering	CO3-Task 6- brainage Analysis/Rev	ralmagia Amai	yels/Revesion/				05/03/2010
ROJECT:	MILESTONE/PHASE/PROJECT SUMMARY	PROJECT SUM	MRY:				
Cherry and Citrus at 1-10	Summary	aid desir		and the state of t			
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Hydraulic Analysis/Under Freeway System			40.0				40.0
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Preliminary Design	2.0	1	10.0	26.0			38.0
Design Calculations	6.0		24.0		A STATE OF THE PARTY OF THE PAR	The second secon	30.0
PS&E Revisions	0.9	-	200.0	200.0	200.0	and the bird of the section of the s	0.909
Revise Drainage Report	10,01		110.0				120.0
Coordination with Caltrans/Design Team	0.9		26.0				32.0
Application of the control of the co					Se (Venezi de legio de la companyo d	And the state of sections of the section of the sec	
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			Attach	ment B
Cost Proposal Work				
COMPANY:	SCOPE OF WORK:	and the analysis	1	DATE:
Birge Engineering			以於學家的問例	. 05/03/2010
PROJECT:	MILESTONE/PHASE/PROJECT SUMMA	RY:		
Cherry and Citrus at i-10	Summary			
DIRECT LABOR				
PERSONNEL	FUNCTION	HOURS .	RATE AMOUNT	
Steven Frieson	Project Management	72.0 \$	86.00 \$ 6,192.00	
	: -	0.0 \$	- S -	
HenryPao	Senior Trans Engineer	0.0 \$	68.00 \$	
Michael Mulgrew	Trans Engineer	0.0 \$	40.00 \$ -	
Charlene Drake	Assistant Engineer	262.0 \$	31.50 \$ 8,253.00	
Chanelle Diake	"	0.0	51.50 \$ 6,255.00	
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THE THEFT I SHE IS	\$ 40.8 to 1000 3740	0.0 .		
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	TOTAL HOURS	334.0	TOTAL DIRECT LABOR	\$ 14,445
MULTIPLIERS			*,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
ESCALATION	0.00% (of Total Dir			
OVERHEAD	135.00% (of Total Dir	ect Labor + Escalation)	\$ 19,501	
PAYROLL ADDITIVES	15.00% (of Total Dir	act I abor + Eccalation	\$ 2,167	
		COL LABOR + LSCAIGHOIT)	4 4,101	
OTHER DIRECT EXPENSES	. I SART		TOTAL MULTIPLIERS	\$ 21.668
OTHER DIRECT EXPENSES			TOTAL MULTIPLIERS	\$ 21.668
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Attachment B

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Associated Engineers, Inc.	Leave of the Committee of							05/1	3/2010
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Cherry/Citrus at I-10	Summary	1		- Company of the Comp					
DIRECT LABOR	The second secon				ARTON C		Officer Contract - Section	ي. پ	
PERSONNEL	FUNCTION	HOURS		UNIF	建	A	ACUPIT		
Jim Imbiorski	Project Management	0.0	\$	90.00		S	7_8074#C207XE1		
lim Elliott	Chief Mapper	20.0	\$	68.88		\$	1,377.60		
Staff	Licensed Land Surveyor	40.0	\$	46.38	7	\$	1,855.20		
Staff	CADD Technician	23.0	\$	27.42		\$	630.66		
Staff	Survey Technician	146.0	3 .	36.17		\$	5,280.82		
Marc Wilson	Chief of Surveys		S	49,02		\$	147.06	į	
Staff	Party Chief	. 30.0	\$.	47.00	-	\$	1,410.00	i i	
Staff	Chainman	46.0	\$	45.08	171	\$	2,073.68	Į.	
Staff	Clerical	26.0	\$	29.67	1.1	\$	771.42		
			1		1	anos interes			
	TOTAL HOURS	334.0	_	TO	TAL D	DIRE	CT LABOR	\$	13,546
MULTIPLIERS								,	
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PAYROLL ADDITIVES	35.46% (of Total Dir	ect Labor + Escalar	tion)			\$	4,804 LTIPLIERS		17,269
OTHER DIRECT EXPENSES	AUNII.	SEE STANCE					1000		
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UPRR RoE, Cont. Endors. fee	LS LS ty Ins. LS LS	8	\$ \$ \$	5,545.00		\$ \$ \$	5,545.00		
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PERSONNEL	FUNCTION	HOURS		RATE			MOUNT		
Jim Imbiorski	Project Management	0.0	\$	90.00		\$	Title Control		
lim Elliott	Chief Mapper	57.0	1.\$	68.88		\$	3,926.16		
Staff	Licensed Land Surveyor	182.0	\$ \$	46.38		\$	8,441.16	}	
Staff	CADD Technician	85,0	![\$	27.42	Li	\$	2,330.70		
Staff	Survey Technician	204.0	\$.	36.17	1.	\$	7.378.68		
Marc Wilson	Chief of Surveys	0.0	18	49.02	[1	\$	•		
Staff	Party Chief	0.0	. \$	47.00		\$	-		
Staff	Chairman	0.0	\$	45.08	in marine	\$		1	
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1. Management and coordination		140.0				10.0	150.0
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ALESTONE PROJECT SUMMAY: Geotechnical Engineering Design	OMPANY:						9A	E T
Centerry and Citrus at I-1g Geotechnical Engineering Design								05/03/2010
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R. Jie, Technician	Cheang, Principal	Project Management and QA/QC	20.0] \$	65.50	\$ 1,31	0.00	
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Attachment B Manhour Worksheet SCOPE OF WORK 05/03/2010 CGS TSBK 10 SHOURTH(EN) MILESTONE/PHASE/PROJECT SUMMARY: Earth Mechanics, Inc. PROJECT: Geotechnical Engineering Design Charry and Citrus at I-10 Total Hours TASKAGTIVITY Task No. Geotechnical 10 6.0 6.0 tark Boreholes, Pipe Jacking Drilling and Soil Sampling, Pibe Jacking 18.0 18.0 33.0 28.0 50 Laboratory Sail Tasting, Pipe Jacking 34.0 Analysis and Design, Fice Larsing 4.0 30.0 20.0 36.0 18.0 LOTB, Pipe Jacking 32.0 30.0 GDR Revision, Pipe Jacking 20 Analyses and Design, OB and Ret. Walls: 32.0 6.0 26.0 Foundation Report Revisions, CC & Ret. Walls 24.0 32.0 8.0

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Cost Proposal Worksheet DATE COX-Task 11 - Landscape PASED 05/03/2010 LCI PROJECT: MILESTONE/PHASE/PROJECT SUMMARY: Landscape PA&ED Citrus and Cherry at I-10 DIRECT LABOR FUNCTION PERSONNEL HOURS Principal \$ 84.14 \$ 336.56 Lynn Capouya \$. 46.88 \$ 2,812.80 Project Manager 60.0 Tim Mann. 38.47 \$ 7,617.06 198.0 Soda Pay Landscape Architect \$ 2,327.60 Draftsman 1 88.0 1\$ 26.45 | \$ Sam Ork Administration 20.00 \$ 440.00 Susan Martin 22.0 \$. \$ \$ \$ 3 \$ TOTAL HOURS TOTAL DIRECT LABOR \$ 13,534 372.0 MULTIPLIERS 0.00% (of Total Direct Labor) **ESCALATION** OVERHEAD 20,978 155.00% (of Total Direct Labor + Escalation). PAYROLL ADDITIVES 0.00% (of Total Direct Labor + Escalation) 20,978 TOTAL MULTIPLIERS \$ OTHER DIRECT EXPENSES CHARTEN UNIFERE LS 1 5 15 \$ 600.00 \$ LS 600.00 Reproduction, Printing LS \$ \$ \$ \$ \$ \$ TOTAL OTHER DIRECT EXPENSES \$ 600 **OUTSIDE SERVICES** \$ \$. \$ \$ \$ \$ TOTAL OUTSIDE SERVICES \$ **OUTSIDE SERVICES ADMIN FEE** 0.00% (of Total Outside Services) \$ 10.00% (of Total Direct Labor + Total Multipliers) 3,451 FIXED FEE TOTAL FEES \$ 3,451 TOTAL COST \$ 38.563

Attachment B

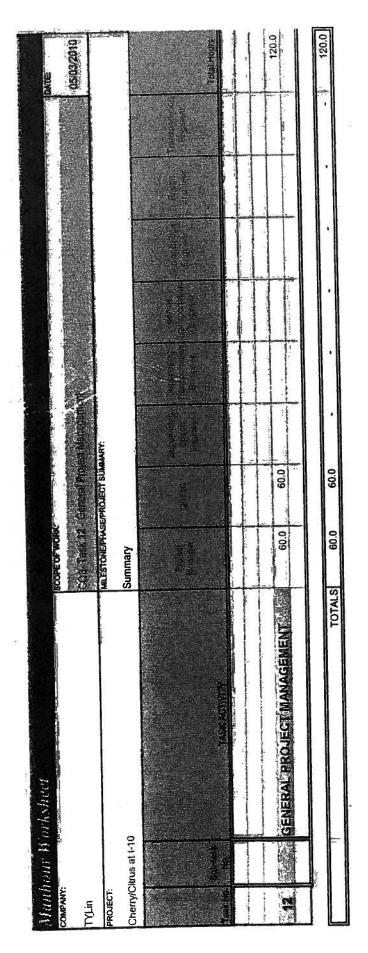
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Gary Antonucci	Project Manager		60.0	\$	87.50	\$	5,250.00	Ť	
Staff	QAVQC		60.0	S	100.00	\$	6,000.00		
Jim Rucker	Supervising Bridge En	gineer	0.0	\$	69.85	\$	777 X 10-		
Rodrigo Gonzalez	Supervising Transport	ation Engineer	0.0	\$	70.90	\$			
Jeff Kim	Senior Transportation	Engineer	0.0	1\$	57.05	\$	-		
Staff	Senior Bridge Enginee	er .	0.0	\$	55.20	\$	-		
Staff	Bridge Engineer	And the second s	0.0	\$	44.90	\$	· Caralla de la caractería de la caracte		
Staff	Assistant Bridge Engir	neer	0.0	\$	30.69				
Staff.	Transportation Engine		0.0	\$	44.00	-	-		
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	TOTAL HOURS		120.0		тот	AL DIR	ECT LABOR	\$	11,25
MULTIPLIERS							05 - 5 November 1 - 15 November 1	1,000	
ESCALATION	0.00% (of	Total Direct Labor	r)			\$			
OL COLLEAD	450 0004 4-6						M. Committee of the com		
OVERHEAD	150.00% (of	Total Direct Labor	r + Escalation	i)		\$	16,875		
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PAYROLL ADDITIVES OTHER DIRECT EXPENSES Reproduction Copying Transportation/Travel Special Deliveries. OUTSIDE SERVICES Associated Engineers Birge Earth Mechanics Inc Lynn Capouya. Inc Parsons Transportation Group Paragon Partners, Ltd FEES OUTSIDE SERVICES ADMIN F	0.00% (of	LAID LS LS LS LS LS LS LS Total Outside Ser	r + Escalation 1 1 1 1 1 1 1 Variable State of the state	S S S TOTA	10,000.00	STAL MI SSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSSS	EXPENSES COLAR 2.813	\$	-



SANBAG Contract No. C08053-1

by and between <u>San Bernardino County Transportation Authority</u> and <u>The County of San Bernardino and City of Fontana</u>

for I-10 / Citrus Avenue Interchange Design Cooperative Amendment

			for Acc	OUNTING	P	แนงอยะจัดหนัง		
☐ Paya	able	Vendor	Contract #		I	Retention:		☐ Original
⊠ Rece	eivable	Vendor	ID SBCO/FO	NT CI	[Yes % ⊠ No		
Notes:								
Original	Contract:		\$ <u>3,869,157</u>	Previous A	۱me	endments		\$
8				Previous A Contingen		endments / Allowance Total:		\$
Continge	ency / Alic	owance	4 07 700	Current Ar	nei	ndment:		\$ <u>853,491</u>
Amount			\$ <u>65,580</u>	Current Ar Allowance		ndment Contingency /		\$ <u>85,349</u>
Continge	Contingency Amount requires specific authorization by Task Manager prior to release.							
						Contract TOTA	L >	\$ <u>4,873,577</u>
			stated on this do ly responsible fo	r the expend	litu			
Main	Level 1	Level 2	Cost Code/	Grant ID/	e ru	unding allocation for the origituding Sources/	nai cont	Amounts
Task/ Project	Level	107012	Object	Supplemen	t	Fund Type (Measure I, STP, CMAQ, etc.	.)	for Contract Total or Current Amndmnt Amt
826	<u>610</u>	000	<u>52005</u>	41403		Local SBCO - Citrus		\$ 9,388
<u>826</u>	<u>610</u>	000	<u>52005</u>	<u>51801</u>		Local FONT CI		\$ 929,452
Original	Board A	proved C	ontract Date:	<u>5/7/08</u>		Contract Start: 5/7/08	Contra	act End: 12/31/14
New Am	end. App	roval (Boa	ard) Date:	7/7/10		Amend. Start: <u>7/8/10</u>	Amen	d. End: <u>12/31/14</u>
						endment amount between (s) Unbudgeted Oblig		
Approv Authori	-	get Fis	scal Year: <u>10/</u>			ture Fiscal Year(s) – budgeted Obligation I	> \$0)
⊠ Budg	get autho	rity for thi	s contract cur	rently exis	ts i	in Task No. <u>826</u> (C-Tasl	k may l	be used here.).
☐ A bu	dget am	endment i	s required. A	Budget Ar	me	ndment Request is atta	ched.	
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	governm		☐ Private		ede	eral Funds State		l Funds
☐ Disac	dvantated	Business	Enterprise (D	BE)	Ш	Underutilized DBE (UDB	3E) 	
Task Ma	anager:	Garry Col	noe		(Contract Manager: Cha	d Cost	tello
	Jany	1	Le 61.	3/10		Sha win	\supset	63/10
Task Ma	anager S	gnature	6/	Date,		Sentract Manager Sign	ature	Date
Chief Fi	nancial C	fficer Sign	nature	Date				

CN 08053-1 TN 82610000

COOPERATIVE AGREEMENT NO. C08053-1 AMENDMENT BETWEEN THE

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, THE COUNTY OF SAN BERNARDINO AND THE CITY OF FONTANA

FOR THE

I-10/CITRUS AVENUE INTERCHANGE IMPROVEMENTS PROJECT

This Amendment No. 1 to Contract No. C08053 is entered into this 7th day of July, 2010 by and between the County of San Bernardino ("COUNTY"), the City of Fontana ("CITY"), and the San Bernardino County Transportation Authority ("AUTHORITY"):

WITNESSETH

WHEREAS, AUTHORITY, CITY, and COUNTY entered into Contract No. 08053 ("Contract") on May 7, 2008 to cooperate and jointly participate in a project to prepare Plans, Specifications and Estimate (PS&E) for I-10/Citrus Avenue Interchange Improvements, hereinafter referred to as "PROJECT; and

WHEREAS, PROJECT is located in the City of Fontana and in the County of San Bernardino; and

WHEREAS, PROJECT will not be combined with I-10/Cherry Interchange Improvements and I-10 Auxiliary Lanes Addition between Etiwanda and Riverside Avenues projects, for construction; and

WHEREAS, AUTHORITY, COUNTY AND CITY agree to amend this design cooperative agreement due to the additional work described within Attachment A; and

WHEREAS, the estimated cost of PS&E for PROJECT is \$4.9 million.

NOW, THEREFORE, IT IS MUTUALLY AGREED to amend the Contract in the following manner:

- Pursuant to Article 4.9 of the Contract, the Parties agree that the additional work
 described in Attachment "A" to this Amendment, which is hereby made a part of
 the Contract, is beyond the original Contract scope of work and is a necessary
 part of the PROJECT and that the additional design costs incurred in completing
 the additional work will be allocated in accordance with the percentage
 allocation provided in the original agreement C08053.
- COUNTY agrees to fund 1% (estimated at \$48,735) of the actual PS&E cost incurred by AUTHORITY for PROJECT including, but not limited to, costs

CN 08053-1 TN 82610000

- incurred for the preparation of all contract documents necessary for construction, except for AUTHORITY staffing costs.
- 3. CITY agrees to fund 99% (estimated at \$4,824,842) of the actual PS&E cost incurred by AUTHORITY for PROJECT, including, but not limited to, costs incurred for the preparation of all contract documents necessary for construction, except for AUTHORITY staffing costs.
- 4. In no event shall COUNTY's or CITY's funding share of the actual PS&E costs incurred, estimated as \$48,735 and \$4,824,842 respectively, exceed these stated amounts absent an additional written amendment to the Agreement approved by all parties.
- CITY and COUNTY shall reimburse AUTHORITY within 30 days of receipt of invoice from AUTHORITY.
- A separate Cooperative Agreement will be required to cover responsibilities and funding for the construction phases of PROJECT including necessary service fees during construction.
- 7. Except as amended by this Amendment, all other provisions of the Contract shall remain in full force and effect.
- 8. This Agreement may be signed in counterparts, each of which shall constitute an original.

Signatures are on the following page.

	ernardino County portation Authority		City of Fontana
Ву:	Brad Mitzelfelt, President SANBAG Board of Directors	Ву:	Mark Nuaimi, Mayor City of Fontana
Date:		Date:	
San B	ernardino County Board of Superv	visors	2
Ву:	Gary C. Ovitt Chairman		
Date:		9	
	OVED AS TO FORM AND EEDURE:		APPROVED AS TO FORM AND PROCEDURE:
Ву:	Jean-Rene Basle	Ву:	
	SANBAG County Counsel		City Attorney
Date:		Date:	
	e		
	OVED AS TO FORM AND CEDURE:		
Ву:	Scott Runyan		8
	County Counsel		
Date:			
CN 08 TN 82	053-1 2610000		

SANBAG Contract No. <u>C08055-1</u> by and between <u>San Bernardino County Transportation Authority</u> and <u>The County of</u> San Bernardino and City of Fontana for I-10 / Cherry Avenue Interchange Design Cooperative Amendment

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☐ Payab	ole	Vendo	r Contract #			Retention:			Original
□ Recei	vable	Vendo	r ID <u>SBCO/F</u>	ONT CI		☐ Yes % ☒	No		Amendment
			nent, an addition contract ame			SANBAG Measure funds 0-1.	s will be	bud	geted with these
Original Co	ntract:		\$ 3 <u>,187,738</u>	Previous A	\me	endments		\$_	
				Previous A Contingen		endments / Allowance Total:		\$_	
Contingend	y / Allowa	ance	\$ <u>54,030</u>	Current A					148,144
Amount						ndment Contingency / Allo		\$ 4	<u>14,815</u>
Contingend	y Amoun	t requires	specific author	rization by	Гas	k Manager prior to release	r		
				Contract TOTAL ► \$ 3,734,727					
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are tirose which are ultimately responsible for the expenditure. ▼Include funding allocation for the original contract or the amendment									
Main Task/	Level 1	Level 2	Cost Code/	Grant ID/	iuu	Funding Sources/	ilginai oc	Jill ac	Amounts
Project	20101		Object	Supplemen	t	Fund Type (Measure I, STP, CMAQ, etc	:.)		for Contract Total or Current Amndmnt Amt
826	<u>610</u>	000	<u>52005</u>	<u>41404</u>		Local SBCO-Cherry			\$ 492,958
Original Bo	ard Appr	oved Cor	ntract Date:	5/7/08		Contract Start: 5/7/08	Contra	act E	nd: <u>12/31/14</u>
New Amen	d. Appro	val (Board	d) Date:	7/7/10		Amend. Start: <u>7/8/10</u> Amend. End: <u>12/31/14</u>			
						ndment amount betweens) Unbudgeted Obligat		oved	Budget
Approved Authority		1	iscal Year: 10	/11		iture Fiscal Year(s) – nbudgeted Obligation	▶ \$	0	74
Budget ■	authorit	y for this	contract curre	ntly exists	in	Task No. <u>826</u> (C-Task n	nay be	usec	l here.).
A budg	et amen	dment is	required. A B	udget Ame	enc	lment Request is attach	ed.		
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Disa	dvantate	Busines	s Enterprise ([)RE)		Underutilized DBE (UDE) 		
Task M	anager:	Garry C	ohoe			Contract Manager: Cha	ad Cos	stello	
	Jany	C	ve 61	/3/10	_	Oh Com	\supseteq		6310
Task M	anager, S	ignature		Date		Contract Manager Sign	ature		Date
Splan	h After	N	Q	13/6	_				
Chief Fi	nancial C	Officer Sig	ınature	Date					

CN 08055-1 TN 82610000

COOPERATIVE AGREEMENT NO. C08055-1 AMENDMENT BETWEEN THE

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, THE COUNTY OF SAN BERNARDINO AND THE CITY OF FONTANA

FOR THE

I-10/CHERRY AVENUE INTERCHANGE IMPROVEMENTS PROJECT

This Amendment No. 1 to Contract No. C08055 is entered into this 7th day of July, 2010 by and between the County of San Bernardino ("COUNTY"), the City of Fontana ("CITY"), and the San Bernardino County Transportation Authority ("AUTHORITY"):

WITNESSETH

WHEREAS, AUTHORITY, CITY, and COUNTY entered into Contract No. 08055 ("Contract") on June 12, 2008 to cooperate and jointly participate in a project to prepare Plans, Specifications and Estimate (PS&E) for I-10/Cherry Avenue Interchange Improvements, hereinafter referred to as "PROJECT; and

WHEREAS, PROJECT is located in the City of Fontana and in the County of San Bernardino; and

WHEREAS, PROJECT will not be combined with I-10/Cherry Interchange Improvements and I-10 Auxiliary Lanes Addition between Etiwanda and Riverside Avenues projects, for construction; and

WHEREAS, AUTHORITY, COUNTY AND CITY agree to amend this design cooperative agreement due to the additional work described within Attachment A; and

WHEREAS, the estimated cost of PS&E for PROJECT is \$5.8 million.

NOW, THEREFORE, IT IS MUTUALLY AGREED to amend the Contract in the following manner:

Pursuant to Article 4.9 of the Contract, the Parties agree that the additional work
described in Attachment "A" to this Amendment, which is hereby made a part of
the Contract, is beyond the original Contract scope of work and is a necessary
part of the PROJECT and that the additional design costs incurred in completing

CN 08055-1 TN 82610000

- the additional work will be allocated in accordance with the percentage allocation provided in the original agreement C08055.
- 2. COUNTY agrees to fund 64% (estimated at \$3,734,727) of the actual PS&E cost incurred by AUTHORITY for PROJECT including, but not limited to, costs incurred for the preparation of all contract documents necessary for construction, except for AUTHORITY staffing costs.
- AUTHORITY agrees to fund 36% (estimated at \$2,100,784) of the actual PS&E
 cost incurred by AUTHORITY for PROJECT, including, but not limited to,
 costs incurred for the preparation of all contract documents necessary for
 construction, except for AUTHORITY staffing costs.
- 4. In no event shall COUNTY's or AUTHORITY's funding share of the actual PS&E costs incurred, estimated as \$3,734,727 and \$2,100,784 respectively, exceed these stated amounts absent an additional written amendment to the Agreement approved by all parties.
- CITY and COUNTY shall reimburse AUTHORITY within 30 days of receipt of invoice from AUTHORITY.
- A separate Cooperative Agreement will be required to cover responsibilities and funding for the construction phases of PROJECT including necessary service fees during construction.
- 7. Except as amended by this Amendment, all other provisions of the Contract shall remain in full force and effect.
- 8. This Agreement may be signed in counterparts, each of which shall constitute an original.

Signatures are on the following page.

	ernardino County portation Authority	City of	f Fontana
Ву:	Brad Mitzelfelt, President SANBAG Board of Directors	Ву:	Mark Nuaimi, Mayor City of Fontana
Date:	197	Date:	
San B	ernardino County Board of Sup	ervisors	
Ву:	Gary C. Ovitt Chairman		*
Date:			
	OVED AS TO FORM AND CEDURE:		OVED AS TO FORM AND CEDURE:
Ву:	Jean-Rene Basle SANBAG County Counsel	Ву:	City Attorney
Date:	<u> </u>	Date:	
	ROVED AS TO FORM AND CEDURE:		*
By:	Scott Runyan County Counsel	a.	
Date:			
CN 086 TN 82	055-1 0610000		